(c) Number of unmanned level crossings, manned/mechanised during 1992, 1993 and 1994 and plans for 1995: *

Year	Manned	Mechanised (Provided with lifting barrier)
1992	54	29
1993	39	42
1994	189	39
1995	329	39

Expansion of Indo-Japan relations

*409. SHRI PRAGADA' 'KOTAIAHI :

-DR. SHRIKANT RAMCHANDRA JICHKAR :

. Will the Minister of fiXTE-RNAL AFFAIRS be plased to state :

(a) to what extent the relations of Indfa with Japan have recently expanded;

(b) whether the Japanese Prime Minister has vlisited India after the visit of Indian Prime Minister to Japan in June, 1992.

te) if not, what are the reasons therefor; and

(d) what is being done to expand our relations with Japan ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE): (a) Indo-Japan relations have expanded significantly in recent years, and trade and economic relations have shown an upward tuend.

(b) No, Sir.

(c) *An* invitation has been extended and is expected to be taken up at a mutually convenient date.

(d) Efforts are being made in political economic, trade and investment arena to tap the expanded potential of bilateral relations.

Reduction in prolciirement of rolling stock

*410. SHRI B, K. HARIPRASAD -. Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that there has been a drastic reduction jn procurement of rolling stock—coaches, wagons and locomotives;, if so, whether this would adversely affect the Railway's capacity to cope up with the growth in traffic;

(b) whether it is also a fact that a drastic cut in coach production has been effected, making the facihties at RCF Perambur and Kapurthala underutilised/ redundant, just to make resources available for the on-going unigauge work; and

(c) whether Government arc committed to minimise the'strain of borrowing capital at high cost and if so, how Government have proposed to borrow from the market a staggering Rs. 2250 croies for 1995-96 ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). No, Sir.

. (c> Due to dwindling budgetary support and internal generation of resources reaching to a point of saturation, Railways are constrained to put the market borrowings at Rs. 2250 crores for financing the' Annual Plan. An alternative would be to reduce the size of the plan which is not in the long term interests of the Railways. It, however, will be the endeavour during the course of the year too find other ways and ineans fo reduce the dependence on the market borrow-' ings.